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A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

Hongkong, 22nd June, 1906.

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Ld. 107, 108, Telephone No. 12.

HONGKONG OFFICE: 10A, DES VOGES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 3RD, 1906

We referred some days ago to the reports of hardship and worse said to be suffered by contract labourers on the Yunnan railway, particularly in the Nantai valley. We have since watched for confirmation or refutation; but so far nothing very satisfactory has appeared. Additional letters have appeared, reciting similar charges in the same obviously exaggerated tone; one in particular being almost mandarin, "picturing the helpless despair of these poor, ignorant sufferers, so ruthlessly handed over for a sacrifice," and so on. Equally unsatisfying is the only reply we have observed, in which a correspondent of the *Echo de Chine* seems quite to have overlooked the gravity of the allegations as presented. The general condemnation of the management is "unfortunately not without foundation"; there is nearly always some foundation for the wildest of statements: the tail of the comet always follows a nucleus. The writer in our French contemporary says the accounts of coolie sufferings were greatly exaggerated; we could easily detect as much in the accounts themselves. He says in effect that while wrong things were done in the beginning, they have not been repeated. As we have said, that is not enough, considering that charges of murder and downright swindling have been made against the railway people. So far as we can safely analyse the charges, they amount to these, that no proper accommodation was provided for the coolies; that provisions were inadequate and too dear; that wages were withheld; and that some of the coolies died, while others ran away. Apparently the

valley through which the Toungking-Yunnan railway is being carried is too malarious for living in at night; and domiciles on the neighbouring hills are necessary. Mr. Crofts, the missionary who advanced in plain terms the charges of murder and dishonesty, himself stated that the coolies were permitted to build themselves huts on the surrounding heights, out of materials that existed in plenty. Were they paid for that work? If they were, the railway company may be said to have erected the huts. Who else was to do it: the few foreign overseers or officials? It is not for us to defend the accused; positive statements should be forthcoming on this and similar points from the French authorities. If they choose to ignore such very serious accusations, judgment will naturally go by default; and nothing said of them can be counted too harsh. But in the meantime, we have no moral right to repeat such glibly made allegations without looking into them, for the vraisemblance and sincerity that they must contain in order to demand attention. This is what we did at the outset, with the result that we were obliged to express dissatisfaction with the evidence. We are scarcely any better off yet. The *Echo de Chine's* contributor is described as one who had taken a part in the business, but who has no connection with the Yunnan company. Such a man would be entitled to be heard, but the most of his reply is in the nature of a flippant philippic. Still, we get from him these serious statements. Two "distinguished French travellers," whose accounts of encounters with numerous coolie corpses were taken as confirming the charges, are said by him to have remained only a few days in Mengtze, without crossing the Nantai valley at all. This, if uncontradicted, disposes of the picture of corpses floating down the Red River, and of three unburied bodies found in a half-hour's stroll. The same witness assures us that if, new to the country, the company at first made a mistake, it had "long ago got rid of its rapacious and inhuman assistants who were responsible for the facts reported," in which, it may be remembered, Italians suffered equally with Chinese. He asserts further that workmen and shopkeepers are voluntarily going to the Nantai valley from Foochow, Ningpo, and Canton, residing there, and preferring to be paid on a piecework basis. Hainan, Pakhoi, Longchow, etc., also contributed volunteer recruits, an "average minimum of a hundred workmen every day." If the account of the work done be correct, Mr. Crofts' wholesale denunciations must have been quite imaginary, the deceit, of course, being on the part of his beggar friends. As to the numerous deaths, we pointed out that Mr. Crofts admitted that many had worked nearly a whole year; and this witness mentions the case of a thousand Foochow men who passed the winter there and returned home in May with less than six per cent. missing. The deserters who begged from Mr. Crofts had all, he says, received their bonus of ten dollars, and decided that was sufficient capital with which to leave for home, without doing a single day's work. We must join issue with him when he says the construction company will bring the undertaking to a successful conclusion, "and that is all that matters." That is very far from being the case; other things matter, and if half the malpractices alleged by the Rev. Mr. Crofts did actually take place, the very strong intervention of the Chinese Government, supported by others if necessary, should be forthcoming. That no official notice has so far been taken by either side may be regarded as to a certain extent discounting the charges. But now that the charges have taken such a definite and nasty tone, and the old pun revived in connection with the line, "*Chemin de fer c'est chemin de l'enfer*," they cannot with decency be longer ignored.

A very interesting story is repeated on page 5 of this issue.

There will be no more band performances on the New Parade ground until October.

Mr. Arthur Hamilton King has been appointed secretary to the Anglo-Japanese Bank (Limited).

We have received the initial number of the *Bassein News*, an English bi-weekly published in Burma.

The Chinese Commission to the United States, says a financial contemporary, has presented a unanimous report in favour of American mixed drinks.

The 843rd plague case was recorded yesterday. It was also the 790th fatality. The numbers for last week were 21 cases and 17 deaths. A Filipino and an Indian were among the victims. Three Chinese died of smallpox.

The Japanese authorities in Manchuria have opened 19 telegraph offices in Manchuria. Telegrams, however, must be written in Japanese.

Mr. Amos P. Wilder, American Consul, has received the following typhoon warning: "Manila Observatory, July 2nd, at 11 a.m. Typhoon East Biazas, approaching Archipelago."

A proposal to amalgamate three railway companies in Tokyo, viz., the Tokyo Electric Car, Tokyo Street, and Tokyo Electric Railway Companies, is again mooted by their directors. There are indications that the scheme will be successfully carried out.

An electric light company, with a capital of 200,000 yen will be organised at Yinkow under joint ownership of Chinese and Japanese business men. The Tokyo Electric Light Company will supply the new concern with electric machinery.

The return of visitors to the City Hall Library and Museum for the week ending the 1st July, 1906, shows that of non-Chinese there were 294 to the Library and 88 to the Museum; and of Chinese 154 to the former and 278 to the latter. The Library was, therefore, used by 448 persons, and the Museum by 287.

This year alone between five and six million pounds' worth of motor-cars will be manufactured in Great Britain, says *Motoring Illustrated*. Yet during April we find that cars to the value of £210,000 were brought into the country. Unfortunately, British makers cannot keep pace with the demand, or we should be reaping a golden harvest owing to the strikes in Paris and Italy. But we are making giant strides, for all that.

A coolie employed in a merchant's shop at Queen's Road West has been in the habit, it appears, of carrying provisions and money to a branch at Stanley. While on this journey on Sunday he was held up by two armed men, who threatened to stab him if he did not hand over the money. Throwing down a basket he carried, he told them there was \$10 in it, which they found and took away.

In the *Daily Chronicle* we read how a young German went to a continuation school wearing a red tie as a badge of his Socialist convictions, and when the teachers ordered him to take it off and he refused, a policeman was summoned, and removed it by superior force. The young man has been indicted under a law of 1849 for wearing Republican colours, and warned by the judge not to do it again.

The Bishop of Winchester said at Bourne: "He did not believe that simple Bible teaching could be acceptable to Christian parents. There was no truth in the claim that they of the Church of England had ever turned their backs upon Bible teaching, for the Church of England knew that the Bible was the palladium both of the Church and nation. We think, says the *Westminster Gazette*, we know what the Bishop means, but this enthusiasm for the Bible and distrust of simple Bible teaching are not easy to reconcile to the average man."

The *Nanfanyun* reports with respect to the opening of Antung and Tatung-k'ou to international commerce, that owing to the excessive prices asked by the Japanese owners for their land the original arrangements for the opening of the ports must be indefinitely postponed unless the Japanese can be induced to come to terms. It is further stated that the Japanese merchants secretly acquired nearly all the land outside the city walls suitable for the establishment of the foreign concessions, as soon as they know that the ports would be thrown open.

A bishop at an ordination ceremony in Virginia wore, according to custom, a red university hood at the back of his surplice. An old negro, after the proceedings, was, says *Harper's*, asked how he liked what he had seen and heard. "I was clean taken by de preachin' of de bishop," he answered, "an' at de same time I felt kinder sorry for him. He ain't got no wimmen de look after him, has he?" "Why, what do you mean, Sam?" "I noticed, sah, whenever de bishop turned round, dat de back of his coat was busted, an' de red undershirt was a-shewin' through."

A San Francisco message, dated June 19th, says: "The dock labourers' strike, which has now been in force for a week, has assumed serious proportions. A general strike was declared to-day throughout all trade unions in San Francisco, and now all business is at a standstill throughout the city. Unless the differences at issue are settled without delay, vessels in the harbour cannot be discharged or loaded. The general strike of all labourers was declared in sympathy with the dock labourers' strike, and the feeling is very bitter. The guards of Federal troops which still patrol the city, have been increased, and the sailing of vessels has been suspended."

The British Consul at Chiofo gives particulars of the industrial activity of the German community at Tsingtau. A glass factory has been established at Poshan, on a branch line of the Tsingtau-Chinan-fu Railway, the machinery for which is to be exclusively of German manufacture. A sugar refinery is to be established at Tsingtau, which is expected to put an end to the monopoly hitherto enjoyed in Northern China by the two English refineries at Hongkong. Its daily output is estimated at 200 tons, requiring about 80,000 tons of raw sugar annually from the Dutch Indies and the Philippine Islands. A soap factory also has been opened, equipped with two boilers each of 2,000 litres (440 gallons), and a third of 6,000 litres (1,320 gallons), and with machinery, the greater part of which has been supplied by a Dresden firm.

Captain St. John George has been appointed to command the E. & A. Company's steamer *Empire*, while Captain P. T. Holmes is absent on holiday.

We understand that the marriage of Mr. H. C. Wilcox, formerly of Messrs. Turner & Co., of this Colony, with Miss Maud Howarth, daughter of Lieut.-Colonel Howarth of Russell House, Walsley, near Birmingham, is arranged to take place on the 19th inst. at the Parish Church, Walsley.

Mr. Randall Cremer's universal Dums, for the birth of a millennium of peace promises to be the greatest congress of legislation ever held in London. Negotiations are still in progress, but these have advanced sufficiently to ensure the success of the project. At least twenty Parliaments will be represented, and the gathering will number not less than 500 representatives of every civilised nation.

The chief engineer of the Oriental and Occidental liner *Doric* is soon to retire, after forty years in the service. Chief Engineer Richardson of the *Coptic* will take his place on the arrival of the *Doric* at Yokohama. Chief Engineer Allen has been for 28 years in the service of the White Star and Occidental and Oriental Steamship Companies and for the past ten years has served on the *Doric*. For 35 years he has been a chief engineer.

A somewhat unusual operation in wreck-raising has been carried out in Kiel Harbour. Some time since the torpedo-boat *S246* sank in port after collision with another war vessel, and notwithstanding the known condition of the sunken boat, the authorities decided to have her brought to the surface. For this purpose two floating cranes of formidable dimensions were utilised, and the broken and twisted hull was fished up from the depths and swung through the air like a ball of merchandise to a lighter, on which it was laid. The boat was of steel, and it is proposed seriously to essay to turn the apparently inextricable mass to some use.

After nearly a half century of service, General Sir G. B. Wolsey has retired from the Army. Five years after his elder brother, the present Field Marshal Lord Wolsey, had joined the 80th Regiment he entered the 22nd Regiment as an ensign, but a month later transferred to the 84th Regiment, in which the greater part of his military career was spent. His first saw fighting in the Indian Mutiny. Becoming Major of his regiment (the York and Lancaster), he went through much active service during the second campaign in Afghanistan. From India he went to Egypt and held the post of A. A. G. during the brief campaign against Arabi Pasha and in the Nile expedition of 1884-5. He secured the K.C.B. for his services in commanding a Brigade in Burma, while in 1891 his good work in the Wanto campaign procured him the thanks of the Indian Government.

The *Manchester Daily Guardian* says: "The French claim of extra-territoriality for their Chinese converts, as well as for their missionaries, is inconsistent with China's sovereign rights. It creates in every centre of local government a rival foreign authority to that of the magistrate and is a standing provocation to anti-foreign riots. To expect the magistrate who has been thus publicly humiliated to protect his enemies from the mob is asking too much of Chinese human nature. The action of the French missionaries was condemned in Shanghai as inimical to European interests, and in this country it called forth a strong public protest from the Bishop of Durham. These facts are known in China as well as they are in England, and we cannot see what is to be gained by forcing China to publish statements which she does not believe, and which no one who reads them will believe either. The demand is particularly mean, since the magistrate whose action the Chinese Government is asked to blame committed suicide in consequence of the slights put upon him by the French missionaries."

OUTRAGE IN TONKIN.
M. Delocca, engineer in the service of M. Marty's coal mines, was at Dong-Trion on 26th June attacked by pirates and seriously wounded. Madame Delocca was uninjured.

A COURT EPISODE.
CLOTHES MAKE THE LAWYER.

During the hearing of a case in the Supreme Court yesterday there was an amusing incident which considerably enlivened the proceedings. Mr. Grist had made his opening statement for the plaintiff, and had sat down, while Mr. Hursthouse offered some remarks on behalf of the defendant. Suddenly, the Puisne Judge, who had been looking keenly at Mr. Grist, interrupted Mr. Hursthouse and addressing Mr. Grist informed him that he could not recognise him. Everybody knew that something was wrong. It could not be that his Honour's eyesight was failing! No, the fault, whatever it was, lay with Mr. Grist, as a glance at his face showed. He stammered out some remark, and left his seat. Mr. Hursthouse saying, "I'm sorry I can't lead you one." Then it appeared that Mr. Grist had been guilty of a breach of court etiquette. He was wearing a grey jacket under his robe instead of the regulation black one. Whether he borrowed the necessary sartorial effect from a legal friend in the vicinity, it would be difficult to say, but the business of the Court was suspended for only a few minutes—during which time there was a smile on most faces—and then he returned properly attired in a black jacket, and the hearing was continued.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

FATAL RAILWAY ACCIDENT.

PLYMOUTH TRAIN DERAILED.

LONDON, July 2nd.

The Plymouth train, carrying the steamer *New York's* passengers, has been derailed at Salisbury.

Twenty-eight people were killed, and twelve injured.

OBITUARY.

LONDON, July 2nd.

Sir Wilfrid Lawson, the Rt. Hon. Charles Owen O'Connor Don, and Sir Manuel Garcia, are dead.

Sir Wilfrid Lawson was born at Brayton in 1823. He was created a baronet in 1881; was M.P. for Carlisle 1859-65, 1868-85; member for the Cockerham Division of Cumberland, 1886-1900; and member for the Camberne Division of Cornwall since 1903.

The Rt. Hon. C. O. O'Connor Don, P.C., LL.D., was born in 1838, and educated at St. Gregory's College, Downside, and London University. He was LL.M. (Honorary) and LL.D. (Honorary) of County Roscommon since 1888; was M.P. for Co. Roscommon 1860-80; passed Irish Industrial Schools Act 1868; Irish Sunday Closing Act 1879; was a member of the Penal Servitude Acts Commission, 1883; of the Factories and Workshops Commission, 1875; of the Registration of Deaths Commission, 1878; of the Land Law (Conveyancing) Commission, 1881; of the Reformatories and Industrial Schools Commission, 1882; and chairman of the Financial Relations Commission, 1896.

[Manuel Garcia was born at Madrid in 1805. He was a Professor of Singing, and the inventor of the laryngoscope; a Chevalier of the Order of Merit, and a correspondent of the University of Stockholm; he held the degree of M.D. from the University of Leipzig, the Royal Order of Alfonso XIII. of Spain, and the Great Gold Medal for Sciences (Germany). He was awarded an hon. C.V.O. in 1905.]

THE NATAL TROUBLE.

LONDON, July 2nd.

The rebels in Natal are multiplying.

UNHAPPY RUSSIA.

LONDON, July 2nd.

The disaffection in Russia is increasing.

PHENOMENAL RAINFALL IN ENGLAND.

LONDON, June 30th.

There has been a phenomenal rainfall in the South-East of England: in the morning it was found that over two inches had fallen. In London the railways were flooded and the traffic blocked: the basements of the theatres and the newspaper houses were inundated, and had to be pumped out by the fire brigades.

EARTHQUAKE SHOCKS.

LONDON, June 30th.

Slight shocks of earthquake have been felt in Wales and Croydon.

RUSSIA.

LONDON, June 30th.

The Duma Commission, which has been enquiring into the Bielskoi massacre, charges the police with having originated the affray, and accuses some Army officers, and the Chief of the Police, with encouraging the mob to pillage and massacre.

CRICKET SENSATION.

M.C.C. DEFINITELY DECLINE TO SEND A TEAM TO AUSTRALIA.

The M.C.C. has cabled to the Melbourne Club finally declining to send an English cricket team this year. The news, writes "Livesman," will cause no little surprise and dismay both in England and the Colonies. It is three years since Warner's team succeeded in winning back the ashes which have since been successfully defended in this country. That was the first time under the auspices of the M.C.C. It would be deplorable if that also were the last. In their refusal to send a team the Marylebone Club remain staunch to principle. They require that the government of the game in Australia shall be equivalent to their own control here. The decision is the sequel to the squabble, news of which has appeared in our columns, since the return of the last Australian team which toured in England. Failing promise of a satisfactory adjustment of the national difficulties, the M.C.C. has taken a dignified course, but one which threatens the continuance of international cricket.

It is interesting to remember that of the last eleven test matches England has won seven, lost two, and drawn two. Trumper when he was in England last summer expressed the opinion that though Warner's men won the rubber on their merits, a future English team would not be likely to catch the Australians in such poor form again.

SUPREME COURT.

Monday, July 2nd.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

PARTNERS IN DISPUTE.
Cheong Ping-wai sued Lo Kwok-pan for \$27.17. Mr. E. J. Grist (of Messrs. Wilkinson and Grist) appeared for plaintiff, and Mr. Harthhouse (of the Crown Solicitor's office) appeared for defendant.

Mr. Grist said this was a claim for a balance of account settlement. He had made a demand for payment and received a reply that the amount had been paid on 25th July, 1905. There had been an admission at one time that the money was due, so that it was for the defendant to prove the alleged payment.

The Puisne Judge—Yes, the onus of proof of the payment rests on the defendant.
Mr. Harthhouse stated that formerly the plaintiff and the defendant were partners and had several transactions together. Receipts were not given, but the book was clapped as the money was handed over. As a matter of fact the money was paid in the presence of witnesses.

Evidence was given for the defendant, and judgment was given for plaintiff with costs.

POLICE COURT.

Monday, July 2nd.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

A BAD-TEMPERED "BOY."

Thos. E. Robinson, of No. 6, "Mountain View," The Peak, charged her house-boy with assaulting her maid with disobeying lawful orders.

Complainant stated that before leaving for the city on Saturday morning she instructed the boy to do certain work. When she returned her maid found that he had not set about his task so she caught him by the queue and asked him why he was not doing it. He picked up tin can and struck her across the mouth with it. Defendant was a good boy, and worked well but he probably refused to do what he was ordered on this occasion in a fit of temper.

Defendant stated that when he was tugged by the pigtail he grew dizzy, and the can flew and struck the complainant.
His Worship sentenced him to one month's imprisonment and six hours' stocks on the first charge and bound him over in the sum of \$10 on the second charge.

FOUGHT FOR WINE.

Even coolies were charged with behaving in a disorderly manner at East Point on Sunday. From the evidence it appeared that the coolies employed at the Wahneah Cotton Mills and the engaged at the Petroleum Works are not of the best of friends. When the coolies employed at the latter works are ill, the manager recuperates them with wine. Some of them were not in the best of health on Sunday, as it appears the panacea was provided. One cotton coolie happened to be present at the time, and wanted his share of the medicine. He was refused he departed, and shortly afterwards returned with six of his clan, evidently with the intention of taking the wine by force. The inevitable fight followed, but was stopped by a posse of police stationed in the vicinity by Inspector Gourlay, before serious damage was done.

His Worship fined the defendants \$2 each, at bond each over in the sum of \$100 to keep in peace for twelve months.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

A RE-HEARING.

His Worship granted a re-hearing in the case in which Young Kit, a train conductor, was recently sentenced by him to six months' imprisonment and six hours' stocks for stealing 90 tickets from the Electric Tramway Co.

Inspector Gourlay prosecuted and Mr. C. F. Dixon (of Mr. John Hastings' office) appeared for the defendant.

Arthur Course, traffic superintendent of the Tramway Co., said that on June 16th he was preparing to send out the midday cars. Conductor 27 told witness in the presence of defendant that he was short 100 tickets. Witness reported the loss to the ticket clerk, and he said that the box in which the tickets were had been examined that morning. Witness called an interpreter and instructed him to tell the conductors that the cars would not leave the shed until the missing tickets were forthcoming. Conductor 28 said he took a box earlier in the day, and finding 100 tickets short spoke to the defendant, who told him not to mind, but to use another box. Defendant was then asked to produce his box for inspection, and in it the missing tickets were found. The extra tickets were not mentioned on his way-bill.

Cross-examined—Witness did not remember the numbers of the tickets found in defendant's box, and subsequently in his bag. The conductors first sign a paper indicating the number of the box they intend taking; they then examine the tickets enclosed in the box with the way-bill, after which each man takes possession of his box and waits until he is told off to a car. Sometimes, when the conductors find their boxes all right, they transfer some of the tickets to their satchels. If a man found the contents of his box did not tally with his way-bill he should report it to witness. Witness did not get a report from a conductor last week that his box was 20 tickets short.

Further evidence was heard and the case adjourned.

When a man gets into trouble the first thing he thinks of is: "How shall I get out of this?" When a woman gets into trouble her first thought is: "How shall I best bear that misery?"

PARIS.

[FROM OUR CORRESPONDENT.]

THE NEW CHAMBER.

When the new French Chamber of Deputies meets on the first of next month (which strange to say happens to fall on a Friday) it will be composed of 131 laymen, 120 large landowners, 46 doctors, 40 journalists and men of letters, 9 chemists, 2 horse doctors, 2 painters, and 2 priests. France is more Republican than ever; such is what the last of the elections for the present Parliament have confirmed. However, the French may be of novelty, they are certainly not anxious for a second Revolution. Every sensible Frenchman feels perfectly satisfied with the present form of government, a fair trial, and he has come to the just conclusion that the kind of administration is not more full of imperfections than others. And so, lost a sense of things, he is not going in for any more experiments with the fixed and staid institutions of the country which make for law and order. What is more, Frenchmen know that they have need of allies and friends, and these they can only have if they show themselves worthy of the confidence of their neighbors. All the beautiful promises of the Nationalists have had no effect upon the masses; the day is passed, and Paris refused to have anything more to do with them. While they asked continually of war with Germany to recover the lost provinces, and were always looking for a pretext to quarrel with England, the country was overcast in a state of unrest. This is precisely the reason why they have been asked out, and ignored at the late elections. Total of actually elected members is 433, the major of second ballots 155; the result from one or two of the distant colonies is still unknown. Classified by parties, the elected members are, 145 Radicals and Socialists, 55 Republicans Left, 33 United Socialists, 11 Independent Socialists, 56 Progressives, and 113 members of the right, including Nationalists, Liberals of right, Royalists, and Bonapartists. Colonel Marchand, the hero of Fachoda, was defeated with surprise very few. He attached too much importance to himself from the first, and considered himself an "idol" still.

A HEALTHY CITY.

It is most gratifying to note that, thanks to an intelligent understanding and application of the laws of hygiene, Paris shows one year a decreasing death-rate. Dr. A. Martinelli attributes this amelioration to the adoption by the Municipal Council of radical measures for the protection of the public health, including the isolation of infectious cases, and the adoption of a perfect system of disinfection. In 1894, the rate of mortality was 22.3 per thousand inhabitants; last year it was 17.4 per thousand, and that in spite of the increase of the population. Dr. Martinelli further assured the Academy of Medicine that epidemic diseases are less frequent and cause fewer deaths; but, the other hand, there is an increase in the number of cases of cirrhosis of the liver, of alcoholism. "Paris," he concludes, "has become more and more healthy, and benefits me and more every day by the progress made in safeguarding and protecting the public health. This satisfactory condition of things ought to be very gratifying to those who have at heart the welfare and prosperity of the city."

RELUCTANT TO ACQUIESCE.

The case of Mme. d'Angely, the respectable Frenchwoman whom the London police arrested a little while ago, continues to create some excitement here. If such an occurrence had happened in the French capital—and it has happened unfortunately more than once—English people would not have been greatly surprised. The number of women in Paris on the streets is so considerable that it is inevitable the police should make a mistake now and then. Whenever a respectable woman of any nationality is, through negligence on the part of the police, treated with disrespect or brutality, the Press as well as the public very soon set the matter right, while the chief of the department at fault has to make the amende honorable very promptly. The high opinion which the French have of the London police make the present case all the more regrettable. To the Parisian London policeman represents the acme of wisdom and dignity, so that it is quite beyond the comprehension how he could treat a defenseless woman with disrespect. The young Scotch Yard makes a graceful apology to Madame d'Angely the better for everybody's concern, since everything points to a serious mistake having been committed.

SOCIAL FRIVOLITY.

Where would Society be without its innumerable fads? To dine a la Wagner, in other words in the dark, constitutes the very latest whim of well-to-do and eccentric Parisians. Dinner begins as usual, but suddenly, to the great surprise of the guests, the lights go out, and all is left in darkness. Before the guests have recovered from their astonishment to the dining-room doors open, and shadowy forms, stealing in, bearing a blazing mass of light. It is the next course illuminated. Silently figures come to your side, and in a few moments on everyone's plate is, say, your fish, and delicately shaded light by which to eat it, but otherwise the room remains in complete darkness.

OCTOBI.

The octroi, or customs system, is about to suppress this time in reality. This will mean a loss to Paris of 4½ millions of francs a year. How is this sum to be raised otherwise? The schemes are actually before the Municipal Council, both of them marked by features which to an English mind seem fantastic, but which appear likely to receive serious discussion. The curious feature of one project is a proposed tax on house removals. The other contemplates neither more nor less than a "hut tax"—from which not the poorest hovel in Paris would escape.

THE SHORTAGE OF COTTON.

GERMAN CONTRIBUTIONS.

Our Hamburg correspondent writes on May 29th:—In spite of the monster crop in the United States last season and the probability of one of eleven million bales or over this year, the supply of cotton has not been much in excess of the requirements of the world, in fact might not have sufficed if the mills in Russia, which, owing to the political disturbances in that country were condemned to long spells of idleness, had taken their full share. Under the influence of the heavy crop movement eighteen months ago, prices dropped to a very low level, milling American being quoted about 3½d per pound in Liverpool, but they rose again some 80 per cent. in the course of the year until middling touched 6½d in December last. Then a decline of about a penny per pound followed; it was, however, of short duration, and the price of middling has now for some time fluctuated between 6d and 6½d, whilst the higher grades and more especially staple cotton are as dear as in December and not at all plentiful. It is generally admitted that if consumption continues at its present rate, and there is no reason to assume that it will not, particularly if the spinning trade in Russia and Poland is once more in a position to produce a "full time," a crop of from twelve to thirteen million bales will be wanted next season. It is thought by many that the demand has already overtaken the supply and that production in the United States can no longer keep pace with the growing consumption of the article. The great difficulty, in their opinion, is the scarcity of labour in America, as employment in the rapidly increasing number of industrial establishments in the South proves more attractive to the negro than work in the cotton fields. The deficiency will therefore have to be made up from other sources and for some time now, as your readers are aware, societies founded for the purpose in England, Germany, France and elsewhere, have been busily engaged in promoting the cultivation of cotton in the colonies and dependencies of their respective countries. Progress of course is slow and it may be many years before supplies from those parts, East India and Egypt excepted, become sufficiently important to influence the course of prices and to put a check on American manipulations. Still the scheme deserves every encouragement and all interest in the article will follow the development of the new cotton districts with interest. The "Kolonialisches Komitee" (Colonial Committee) in Berlin have just issued their annual report for last season, from which I take the following:—"The cultivation of cotton here is entirely in the hands of the natives under the supervision of several white inspectors, a coloured farmer from the United States being at the head of the cotton-growing school at Nausha. Although the season under review was not altogether favorable, on account of a prolonged period of drought, the crop exceeded that of the previous year, and 257,000 lbs. of the value of, say, M. 150,000 were shipped to Europe, where they fetched on an average about 3 pence or 3.8d, per lb. above the price of middling American. Every attention is being paid to the improvement of the quality of the growth and the cleaning and preparation of the seed cotton; hand-gins and one or two steam-gins have been set up in central places. More ground is being planted with cotton every year and the natives are now receiving instruction in the use of the plough."

German East Africa. The rising of the natives in the early part of the season caused some delay in the picking and ginning of the crop; so far 750 bales have been forwarded to Hamburg, where they found a ready market, the top lot of a few bales being sold at about 9d per lb. This shows that the quality of the cotton is gradually improving. The Committee, guided by past experience, have decided to confine their labours for the present to centres specially adapted for the cultivation of the article where the necessary plant for ginning, etc., will be erected, and to push on steadily fan-like in all directions as the soil may prove suitable. Amongst the districts along the coast in the north Sandani seems to offer the best chances; the plains to the north of Mombasa likewise look promising; if a proper system of irrigation can be provided, which should present no difficulty, as the rivers Papani, Mkomasi and numerous other mountain streams afford an ample supply of water. In the district of Nura cotton growing is increasing in a satisfactory manner that the planters have asked for steam-gins to be sent out. The neighbourhood of Mshoroni, Kilwa and Lindi in the south, with regular rainy seasons, seem particularly adapted for the production of the article, and every facility is being offered for the extension of its cultivation where the soil is considered suitable. Munira on Lake Victoria has yielded fair results, and a special emissary has been sent by the Committee for the purpose of settling up the necessary plant for the cleaning of seed cotton and of studying the nature of the country bordering on the lake and the labour question. It is intended to engage as instructors farmers from Egypt.

The steam-gins in Tanga, Bagamoyo and Kilwa are being worked by the German East African Company, whilst those at Darassalam, Samani and Morogoro are still in charge of the Committee's employes.

Ploughs have been introduced in these parts too, but the results in the coast districts have so far not been satisfactory, owing to the mortality amongst the draft animals in consequence of the climatic conditions; further efforts in that direction may therefore have to be restricted to places in the interior, where cattle and mules are known to thrive.

In the Cameroons experiments are also about to be made, the Government having ordered 30

ewes of seed from Togo, which will be distributed amongst the natives. No opinion as to the result can, however, be expressed until the cotton grown shall have been tested by the trade at home; the country, however, beyond the belt of virgin forest and oil-palm districts appears eminently suited for the cultivation of the article, and the Duala-Mangabera railway which is now planned will no doubt assist materially in developing it.

New Guinea.—Although so far the attempts to grow cotton have not proved satisfactory, as the plants have suffered from various diseases, notably from rust, the efforts are not being relinquished.

South-West Africa.—Cotton is grown here and there by the natives, but circumstances have not as yet permitted the Committee to take up the matter systematically; they hope, however, that the completion of the Olavi railway, by affording the necessary means of transport, may eventually lead to an extensive cultivation of cotton. Experiments on a small scale are about to take place in the neighbourhood of Olavifontein, 1,000 miles of seed being now on their way from Togo to Swakomund.

Railways and other means of communication, such as roads and rivers made navigable, are the postulates of successful cotton growing in Africa, in fact of the opening out of the country altogether, and the niggardly spirit in which the matter is dealt with by the Reichstag—witness the recent refusal to sanction the construction of the Kabab-Kestmanshoop railway—is therefore much to be regretted.

NEW ISSUES.

The directors of Bruce Peebles and Co. (Limited) announce an issue of 8,500 Ordinary shares of £5 each of par, being the balance of £42,500 authorized. The company was formed in 1903; since then the business has grown rapidly and further working capital has become desirable for which purpose the proceeds of the present issue will be applied. The trading profit after providing depreciation has risen from £18,888 in 1903 to £24,216 in 1905. The shares may be considered a fair investment of their class.

The Bannoo Rubber and Trading Company (Limited) has a capital of £130,000 in 21 shares, of which 20,000 shares are to be allotted to the vendors in part payment of the purchase price, 10,000 are held in reserve for future issue, and the balance, viz. 94,000 shares, are now offered for subscription at par of these shares 75,000 have been taken under the latest issue. The company has been formed more particularly (a) to acquire the whole of the share capital of "Handlen Industrie Maatschappij, Wilhelmina" (a private limited company), and all its assets—with the exception of the mining plant at Mengkaloe—the share capital of which company consists of 100 shares of 1,000 florins each, and (b) principal place of business is at Pontianak, Dutch West Borneo. It is incorporated under the laws of the Netherlands Indies, and its objects are the carrying on of the business of general merchants and agents; (b) to develop its rubber estates and tannin concessions, of which particulars are given. The purchase price for the assets to be acquired is £60,000, payable as to £17,500 in cash and £42,500 in shares, and as to the balance in cash or shares, at the option of the company. The vendors will pay the preliminary expenses of the company (excepting underwriting commission) estimated at £4,500. Only estimates of the profits are given, and the enterprise must be regarded as speculative.—Times.

A CHINESE REFORMER.

Wu Ting-fang left Peking on May 21. He goes into retirement and, after repatriating to the lands of his ancestors, will reside at Shanghai—that haven for wealthy Chinese seeking freedom from official interference.

A barrister of Lincoln's Inn, Wu Ting-fang has devoted some years to the effort to humanize the administration of justice in China. His motto is the removal of some of the more barbarous methods of death sentence and torture was approved by Imperial edict on April 21 last year; but, as feared at the time, effect has never been given to it. Some improvement has taken place in the galls of Tientsin and Tientsin, and one or two other capitals where there are foreigners to observe what is going on, but still, throughout the country, the old methods, in all civil and criminal cases, for the extraction of evidence by torture and flogging are identical the same methods of barbarism which have been in existence for centuries. Nothing could more clearly show the distortion of the present Chinese views of justice than the case of the lady from Shanghai, who was arrested for kidnapping proceeded the Shanghai High Court, and was ordered to be released. There was an outcry at the arrest of this lady on the charges of kidnapping, for was not kidnapping only a slave dealing—a legitimate traffic sanctioned by official usage—purchasing little girls in Szechuan cheap, and reselling them dear at Canton for purposes which need not be specified?

Recently Wu Ting-fang drafted a new code of procedure for civil and criminal cases. This work, which was admitted as a literary effort, was, among other things, tried by jury. The innovation is regarded with dismay by litigants, as the necessity of having to bring a jury as well as the magistrate must add to the burden to the present cost of litigation. Wu Ting-fang's reform is discouraged by the outlook on the reasonable prospect of the 25th Art. of the Market Treaty of 1902, any more than the reform in the monetary system promised in the same treaty.—Times.

CHINESE MINING CONCESSIONS.

In the House of Commons on May 28th, Sir E. Sassoon asked the Secretary of State for Foreign Affairs whether he would take steps to obtain from the Chinese Government the due fulfilment of the terms of the Sino-Burmese mining contract, signed by the Viceroy of Yunnan on June 5, 1904, and thus to obviate the infringement of the provisions of the McKa Treaty of 1902; also was he able to make as communication in regard to the agitation respecting the administration of the Imperial Maritime Customs that had recently become apparent.

Mr. Runciman—His Majesty's Minister for Peking has made a report of representations to the Chinese Government urging that the concession should be recognized as still valid, and he telegraphed on April 23 that he was preparing for an official reply in writing. A despatch which is now on the way from Peking is awaited, and may throw further light on the present situation. As regards the McKa Customs, I regret that I am unable to add to the information I have already given to the House.

"THE JUNGLE."

The Times, reviewing, says:—"The Jungle," by Upton Sinclair, (Heinemann, 6s.).

This book is published as a novel, and it might claim to be reviewed, therefore, under the head of fiction. But the very first thing to be said about it is that, if it is a novel, a work of imagination and invention, there must be an author who invents and publishes in a form easily accessible to all readers, young or old, male or female, such disgusting, inflammatory matter as this would deserve the severest censure. Unhappily we have good reason for believing it to be all fact, not fiction. The action of the President, who sent commissioners to inquire into the truth or falsehood of Mr. Sinclair's statements, and the known favour of the commissioners' reply remove all doubt, and give the book very great importance. By its truths or its untruths the story stands or falls, and it is with nothing less than horror that we learn it to be true. The things described by Mr. Sinclair happened yesterday, are happening to-day, and will happen to-morrow and the next day, until some Hercules comes to clear the filthy stable. If there is not actually in Chicago a Jurgis Radkus, a Lithuanian immigrant, who has followed exactly the course set out by Mr. Sinclair, there are, we are compelled to believe, a thousand such who have followed, possibly in a different order, some parts of it, who have seen the revolting things Jurgis saw, and suffered as he suffered. The names alone are fictitious. The rest of the book is a faithful report of abuses which fill the reader with nausea and indignation, to leave him at the close, solved with nothing better than the conviction that a change must come.

What are the matters on which Mr. Sinclair reports? First, and most fully, the great Chicago Meat Trust. "We use everything of the hog but its squeal," is the only just ever heard in the place where hundreds of thousands of animals are turned every day into meat; a bitter jest and a true word. We prefer not to dwell on the sickening details supplied. Let those who wish turn to Mr. Sinclair's pages to learn of what indescribable filth the food is made which is sold far and wide over Europe and America; but we would warn any reader who may turn to these pages in search of sensation alone that what he finds will probably disagree with him. Only a serious purpose or a unusually degraded taste can make the study of such things endurable. Of Mr. Sinclair's serious purpose there can be no doubt, and no question. For he does not stop short at the matter of "clean food." He has a wider cause to serve. The masses that are reading his account of the processes of manufacture are only supplementary to the indignation that comes of considering the lives of the men, the women, and the children who are tortured in this inferno. Slavery is too kind a word for their state. It is not merely that, to make a pittance they must work harder than human strength can bear, must spend so many hours every day doing one thing and over again at the highest speed that they are too tired when work is over to preserve the decencies of human beings. Every single department of the work they have to do is always degrading and either bound to result in some horrible disease. There are branches of the work which bring certain death in five years. Once more we are compelled to refrain from dwelling on the facts Mr. Sinclair has to tell. They are worse than anything we have read of "penny law."

And outside the factory there are slaving houses agents to rob the ignorant immigrant, saloons to entice him in and poison him, a system of police and politics which either grinds him in a mill of calous injustice or robs him of his self-respect by making him its tool. Mr. Sinclair drags his poor Lithuanian, a brave and honest fellow, through all the miseries of the slum, his wife forced to sacrifice her very honour in order to work, and dying after all of poverty and neglect; shows his only son killed through municipal carelessness and corruption, Radkus falls from good work to bad, from bad to none; from self-respect to crime, from health to disease; but after reaching the lowest depths he is raised again and filled with a new hope and a new reason for endeavour, the death of the Socialist. The book ends with a manifesto of the aims and hopes of Socialism. But the case cannot—it is not intended to—take away the taste of what we have seen. Seldom we believe, if ever, has so hideous a state of things been exposed so fearlessly and so thoroughly. Buried in a blue-book, the revelation might have passed unnoticed; published in this form, it will be read, and read and read, and it is a most important sociological document, and the practical effect of it should be great.

THE OPIUM TRADE WITH CHINA.

"Far East," writes the Times—Some years ago I had a very long conversation at Tientsin with Li Hung-chang, who was then Viceroy of China, about Anglo-Chinese relations. Towards the close of it his Excellency introduced the opium question and inquired against the Indian traffic. I replied that I was very much interested and somewhat surprised to hear him raise that question, as I had recently been travelling through one of the opium districts in China, and on inquiry had been told that most of it belonged to his Excellency, who had within recent years put very large tracts under opium because it was not only a most lucrative crop but one which, owing to his high position, he could dispose of on specially advantageous terms. His Excellency seemed at first to disbelieve me, but I showed him very many Chinese officials who wanted to see Indian opium excluded from China, as he is chiefly motivated by the same motive, namely, a desire merely to get rid of outside competition. It is, moreover, amongst Chinese officials that excessive indulgence in the noxious drug is most frequent.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. Empress of Japan arrived at Shanghai at 5 a.m. on Saturday, the 30th ult., and left again at 1 p.m. on Sunday for Hongkong, and is due here at 11 a.m. on Tuesday, the 3rd inst.

The C.P.R. str. Albatross arrived at Shanghai at 7.30 p.m. on Saturday, the 30th ult., and left again at 2 a.m. on Sunday for Nagasaki, where she was due to arrive at 6 p.m. on Monday, the 2nd inst.

The M.M. str. Armand Behar, with the next French mail, left Singapore on the 2nd inst., at 3 p.m. for this port via Saigon.

The P. & O. str. Nabia left Singapore for this port on the 30th ult., at 3 p.m.

The H.A.L. str. Specie, from Hongkong, left Singapore for this port on the 29th ult., and may be expected here on or about 6th inst. a.m.

The O.S.S. str. Asagaya left Singapore on Saturday morning, 30th ult., for Shanghai direct.

The str. Catherine Apear, from Calcutta, left Singapore on the 1st inst., a.m., and may be expected here on or about the 5th inst.

The N.Y.K. str. Kamakura Maru (European Line) left Kobe for this port via Moji and Shanghai on the 1st inst., and is expected here on the 9th inst.

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (43-18-63) \$38.00

4-CARTRIDGE (25-15-04) \$60.00

LONG. HING & CO.

No. 17, QUEEN'S ROAD.

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THE ORIGINAL

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PER CASE, 12 BOTTLES ... \$30.00.

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THE LATE DR. THOMAS SMITH.

The Rev. Thomas Smith, D.D., LL.D., the last survivor of the Scottish pre-Disruption ministers, died in Edinburgh on May 26th in his 89th year.

He was ordained as a missionary of the Church of Scotland in India in 1838, but threw in his lot with the Free Church of 1843. While abroad he made a name for himself as a missionary, while he also did admirable work as editor of the *Calcutta Review*. Returning to Edinburgh, he was, after 20 years of arduous ministerial service, selected to succeed Dr. Duff in the chair of Evangelistic Theology in the Free Church College, and in 1891 he was elected Moderator of the Free Church Assembly. In 1896 the jubilee of his ministry was celebrated, and many and emphatic were the tributes of admiration then paid to his life and work. His literary activity as translator, as editor, and as author was remarkable both for its extent and for its variety, and his translation of Vime's "Studies on Pascal," his "Life of Dr. Duff," and "Life of Dr. Begg," and his volume on "Medieval Missions" are widely known.

POSTHUMOUS "GAMBLING."

A comical story of superstition prevailing in Asiatic Russia is related in the Vienna journals. It is the custom of the country when anybody dies to place some of money in the tomb, together with articles for his use in the after world. The head of a wealthy family died, and in his tomb or vault, besides 100 roubles in money, were placed his pipe, some tobacco, and a drinking glass. A party of thieves broke into the grave after a week or two, stole the money, and in perverted jest set the dead man sitting up, with the pipe filled with tobacco in his mouth, playing cards in his left hand, and the glass filled with brandy and water in his right. Then they closed the grave. Some time after a rumour spread abroad that the corpse had taken to vicious courses, and his relatives opening the grave and finding its condition, had supplicants offered that its occupant might give up his ghostly gambling and tipping. They placed another 100 roubles in the tomb, which the thieves promptly removed, and repeated the performance with the dead body. Another examination being made by the family, they declared the corpse "incorrigible," and placed more money there, and finding this had the desired effect, they announced that the deceased was "reformed." But they put no further money temptation in his way.—Globe.

COST OF THE WORLD'S ARMIES.

UNITED STATES PENSIONS.

Russ in maintains the most expensive army in the world. A return issued from the War Office recently shows that the cost of the Tsar's army last year, exclusive of war charges, was six and a half millions more than the military expenditure of Germany, whilst we spent three-quarters of a million less again. If, however, the British and Indian Armies be regarded as one unit, their joint cost becomes enormously heavier than the sum spent on military armaments by any other nation, reaching, a total of almost £65,000,000, excluding the annuities in payment of loans. It is a curious fact that Japan spent less than £5,000,000 on her army last year, against Russia's £33,000,000, extraordinary war expenditure being excluded in both cases. A comparison of the military expenditure of the principal nations makes interesting reading:

United Kingdom	£21,559,684
India	23,175,694
Russia	38,841,784
Germany	32,241,827
France	27,398,743
United States	23,168,773
Austria and Hungary	17,505,072
Italy	11,451,341
Japan	4,767,457

Everyone knows that America is a land of pensions, but it is a little startling to find that with her small army the United States pays between £1,000,000 and £5,000,000 more in military pensions than she actually spends on her army, the pensions swallowing up nearly £28,000,000 a year—almost as much as our own Army expenditure for all purposes. Army charges in the British Colonies amount to £11,000,000, of which the Imperial Exchequer bears nearly £7,000,000. South Africa alone consumes £5,000,000, leaving £6,000,000 to be divided amongst the remaining Colonies. The Egyptian Army costs just over half a million, of which Great Britain bears £331,000.

The military expenditure of the great nations of the world, as enumerated above, was last year £219,476,691.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 2nd at 11.35 a.m.—The barometer has risen on the coast of China and fallen over Central Japan.

The depression is over the S. part of the Sea of Japan. It continues to move Eastwards. Pressure is high to the N.E. of Japan.

Moderate S.E. winds are indicated in the Formosa Channel and the N. part of the China Sea.

Fewest—Light to moderate S.E. winds; showery.

GRATEFUL MOTHERS
GIVE THANKS

Marvellous Cure of Two Babies Suffering for Months from Sore Eyes—Doctors, Hospitals, and Many Treatments Were of No Avail.

SPEEDY CURE IN EACH CASE BY CUTICURA

"I feel it my duty to tell you of two most wonderful cures of sore eyes by Cuticura Ointment. My little son had an attack of measles which left his eyes in a shocking state. The lids were inflamed and sore, and every lash fell out. They would be stuck in the morning, and bleed when washed, causing untold suffering to the child. I tried everything recommended, but nothing did any good. Then I got Cuticura, and from the first application I have had cause to be thankful. Before I had used one box of Cuticura the lashes showed signs of growing, and at the end of a few months they were as healthy as ever. I recommended Cuticura to Mrs. Phillips for her child who also had sore eyes, and the little one was cured with less than one box. (Signed) Mrs. C. Todd, Old South Head Road, Waverly, Sydney, N. S. W." Reference, Messrs. R. Towns & Co., Sydney.

BABY PHILLIPS

Cured by One Box of Cuticura After All Else Had Failed

"When my little girl was a few months old her eyes became very sore. I took her to the General Hospital, and subsequently to the Children's Hospital at St. James' for twelve months, but her eyes seemed to be growing worse. One doctor told me they might be bad for years. I was one day stopped on the street by a Mrs. Todd who told me that Cuticura Ointment had cured her boy. I commenced using it that very night. The cure has been marvellous. The eyes soon commenced to get strong, and before I had used one box of Cuticura they were as healthy as if they had never been anything the matter with them. (Signed) Mrs. F. Phillips, Grafton Street, Waverly, Sydney, N. S. W."

Cuticura Ointment and Pills are sold throughout the world. London, 27, Abchurch Lane. New York, 15, N. York St. Agents, Messrs. R. Towns & Co., Sydney.

See "How to Cure Baby's Measles."

A RELIC OF THE BOER WAR

STRANGE STORY OF A SHELL FOUND ON THE VELO.

The Natal Mercury's Vryheid correspondent writes: I regret that I have to record the tragic death of Miss Moolman, daughter of Mr. A. Moolman, [Schwarzwald, Utrecht district]. The facts of this sad occurrence have just come into my knowledge. It seems that Mr. Moolman, jun., in trekking home from the Free State was accompanied by a 4.7 naval gun shell, lying on the road unexploded. He picked it up, and carried it home with him. It lay on the stoep for a day or two. His sisters wanting the empty shell for decoration purposes, started to dig out the stuff out, when it occurred to them that water might soften the hard substance, so they poured cold water upon it, after which the compound began to boil and bubble over in a very lively manner. The younger sister said she thought boiling water was just the thing to clean out the shell, so she proceeded to the kitchen to get hot water. In her absence, the other sister, not liking the look of this gurgling mixture, went indoors, and stood looking out from the doorway, at the inner end of the passage, to see what would happen. Suddenly there was a tremendous explosion, and a piece of shell struck Miss Moolman on the bosom, killing her instantly, and practically wrecking the house, not a pane of glass, not a door, not a window, but was jerked out of its socket, and laid flat on the ground. This engine of war was designed to carry death and destruction in its train. It had for long lain out on the grassy field. It had endured the burning rays of an African sun for days; it had been chilled time and again by the icy winds that sweep these upland arid plains; yet it lay a harmless thing, till picked up by the hand of this young farmer, and brought to where the soft hands of a woman loosened its infernal contents, and then it does its awful work only too well. The sympathy of the community goes out to this family in their bereavement.

A thousand years are not enough for you to know your most intimate friend—may, to know yourself; and you will judge of a stranger!

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, and not to the Editor. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not sent in before 11 a.m. on day of publication, are not guaranteed for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS.

PLATE GLASS

IS INSURED against Breakage from any cause whatsoever (except fire and explosion) by the

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

Hongkong, 3rd July, 1906. [1354]

KUNGCOW DISTRICT.

LOCAL NOTICE TO MARINERS.

CAPE CAMI LIGHTHOUSE: CHANGE IN COLOUR OF TOWER.

NOTICE IS HEREBY GIVEN that on the 1st August, the Colour of CAPE CAMI LIGHT TOWER will be changed from White to WHITE and BLACK Horizontal Bands.

J. S. ENRIGHT,
Acting Harbour Master.

Approved:—
CHAS. KLEINE,
Assistant-in-Charge.
Custom House
Kungchow, 28th June, 1906. [1355]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIMUN".

Captain A. J. Robson, will be despatched for the above Port TO-MORROW, the 4th inst. at Noon.

For Freight or Passage, apply to
DOUGLAS LAIRDALE & Co.,
General Managers.
Hongkong, 3rd July, 1906. [1356]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KORE AND YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC".

Captain Barillon, will be despatched for the above Ports on or about MONDAY, 9th inst. For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 3rd July, 1906. [1357]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KORE AND SHANGHAI.

THE Company's Steamship

"NIPPON".

having arrived, Consignees of Cargo are hereby informed that Cargo will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriter before Noon on the 7th July, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 7th July will be subject to risk.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 1st July, 1906. [1358]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ORFÈS".

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on or after the 2nd July.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 9th July.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th July will be subject to risk.

All Claims against the Steamer must be presented to the undersigned on or before the 12th July, or they will be forfeited.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd July, 1906. [1359]

From HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ALBESIA".

Captain Luning, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding ber discharge hazardously and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th July will be subject to risk.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th July, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 2nd July, 1906. [1360]

NEW ADVERTISEMENT

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND".

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. Today.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th July will be subject to risk.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 9th July, at 9.30 a.m.

All Claims must reach us before the 14th July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co.,
Agents.
Hongkong, 2nd July, 1906. [1361]

INTIMATIONS.

RUBBER EXHIBITION.

TO BE HELD AT THE

ROYAL BOTANIC GARDENS, PERADENIA, CEYLON.

Under the authority of the Ceylon Government, from 12th to 27th SEPTEMBER, 1906.

EXHIBITS OF RUBBER in all forms: RUBBER MACHINERY, TAPPING, COLLECTING, TREATING, and STORING APPARATUS.

GOLD MEDALS, Diplomas, and Prizes will be awarded.

Power for Machinery to be erected in the Exhibition Grounds will be provided.

Free Railway Transport in Ceylon, and exemption from Import Duties for all Machinery to be exhibited.

Entries of Machinery Close on July 31st. All entries to be sent to

E. B. DENHAM, C.E.C.,
Secretary to the Rubber Exhibition Committee,
THE SECRETARIAT,
COLOMBO, CEYLON.

Telegraphic address—
"EXHIBITION COLOMBO,"
to whom application should be made for Catalogues and any further information.

Hongkong, 2nd July, 1906. [1362]

NAVY CONTRACT.

TENDERS are invited for the SUPPLY of LABOUR and JUNKS in connection with the Coaling of H.M. Fleet, etc., at Hongkong for a period of 12 months from the 1st August, 1906.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard, Hongkong, and should be returned not later than Noon on 18th July, 1906.

Hongkong, 2nd July, 1906. [1363]

HONGKONG HIGH-LEVEL TEAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the registered Office of the Company, ALEXANDRA BUILDINGS, 2nd Floor, Road Central, Victoria, Hongkong, on SATURDAY, the 14th day of July, 1906, at 12 o'clock Noon, for the purpose of passing the following Resolutions pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905—

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th June, 1905, respectively together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (JOHN HUMPHREYS & SON, of the one part and the PEAK TRAMWAYS COMPANY, LIMITED, of the other part) be and the same are hereby rescinded.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "PEAK TRAMWAYS CO., LTD." of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorized pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said "PEAK TRAMWAYS CO., LTD." in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think expedient.

Should the above Resolution be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated 2nd July, 1906.

JOHN D. HUMPHREYS & SON,
General Managers.

NOTICE OF DISSOLUTION OF PARTNERSHIP.

IN the year 114 of the Simmei Era, corresponding to the year 1894, the Firm of HON. LEE entered into a Partnership with the CHOP GUAN YAU and others for the purpose of establishing the Hongkong Firm of KIM HONG YAU.

On the 1st day of June, 1906, the share and interest of the Firm of HONG LEE in the said Hongkong Firm of KIM HONG YAU was sold and transferred to CHOP GUAN YAU and the latter having admitted HUI HENG THYE as a Partner the business of KIM HONG YAU is now changed into "KIM HONG YAU THAI KEK."

NOTICE IS HEREBY GIVEN to all whom it may concern that the Firm of HONG LEE is no longer a partner in the said Hongkong Firm of KIM HONG YAU or "Kim Hong Yau Thai Kek."

TILKE & GIBBINS,
Solicitors for NAI NING,
Owner of Chop Hong Lee.
Bangkok, 11th day of June, 1906. [1364]

AUCTIONS

PUBLIC AUCTION.

By Order of THE MORTGAGEE.

MR. GEORGE P. LAMBERT has received instructions to sell by Public Auction,

On WEDNESDAY, the 11th July, 1906, at 3 p.m., at his SALES Rooms, Duddell Street, the following

VALUABLE LEASEHOLD PROPERTY, Consisting of—

All those two equal undivided fourth parts or shares of and in that piece or parcel of ground, situate at Yau-mat in the Depot, denoted of Kowloon in the Colony of Hongkong, in the Land Office as Section 5 of registered in the Land Office as Section 5 of Kowloon Island Lot No. 1,011, together with the Messuages or tenement and other erections and buildings thereon, known as No. 10, KENNEDY STREET, Yau-mat. And also a Mortgage Debit dated 21st October, 1901, on the remaining undivided moiety of the said Section 5 of Kowloon Island Lot No. 1,011, for the sum of \$2,700 and interest thereon at the rate of 6 per cent. per annum. The premises are held for the residue of the term of 75 years created therein by a Crown Lease dated the 24th day of July, 1900, of the said Kowloon Island Lot No. 1,011, subject to the payment of the annual Crown Rent of \$7, being a proportion of the rent so far as it relates to the premises, and also to the performance of the covenants and conditions in the said Crown Lease reserved and contained. Area, 1,147 square feet.

Particulars and Conditions of Sale may be obtained from

Mr. OTTO KONG SING,
Solicitor for the Mortgagee,
17, Queen's Road Central,
or from

Mr. GEO. P. LAMBERT,
Auctioneer.
Hongkong, 28th June, 1906. [1325]

CURTIS BROS. 5 CASES GAMING MACHINERY, ARRIVED HONGKONG PER S.S. "ESANG" FROM CHEROOF, 21st JULY, 1905, COUNTERSIGNED TO MESSRS. E. H. MURRAY & Co.

NOTICE IS HEREBY GIVEN that the above Cargo, at present lying Unclaimed in the Godowns of the Undersigned, will be sold by PUBLIC AUCTION by Messrs. HUGHES & HOUGH, at their Auction Rooms in 1st House Street, at 11 a.m. on FRIDAY, 19th July, 1906, unless the same are previously taken delivery of by Consignees, and the charges incurred paid.

J. J. JARVIS, MATHESON & Co.,
General Managers, Indo-China S.N. Co., Ltd.
Hongkong, 30th June, 1906. [1337]

NOTICES OF FIRMS.

NOTICE.

WE have This Day authorized Mr. HANS A. SIEBS to Sign our Firm per Procuration.

SIEMSEN & CO.,
Hongkong, 1st July, 1906. [1341]

NOTICE.

THE interest and responsibility of Mr. VICTOR H. DEACON in our Firm ceased on the 31st December last.

DEACON, LOOKER & DEACON.
Hongkong, 2nd July, 1906. [1342]

NOTICE.

THE HONGKONG & CHINA GAS Co. box to Notify the public that—

(a) NO SUBSIDIARY CHINESE OR JAPANESE COINS can be accepted in payment of Accounts due to the Company, and

(b) HONGKONG COINS can only be accepted in amounts of \$2 or under.

GEORGE CURRY,
Local Secretary.
Hongkong, 27th June, 1906. [1317]

TO LET.

TO LET.

SEYMOUR ROAD LOWER, No. 31.

Apply to—
SAM WANG CO., LD.,
81, Queen's Road Central.
Hongkong, 6th February, 1906. [366]

TO LET.

ONE OFFICE ROOM on second floor PRINCE'S BUILDINGS.

Apply to—
REUTER, BROCKELMANN & Co.
Hongkong, 2nd July, 1906. [1343]

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1906. [80]

TO LET.

OFFICES in King's Building and York GODOWNS in PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RUPON TERRACE, PLATS in MORETON TERRACE.

"HAYTOR"—The PEAK. Immediate possession.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1906. [1524]

TO LET.

ONE ROOM on the Third-floor of QUEEN'S BUILDING, Clater Road West.

Apply to—
H. N. MODY.
Hongkong, 2nd June, 1906. [1201]

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.

Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th June, 1906. [175]

TO LET.

COMMODIOUS SIX-ROOMED HOUSE with Garden at No. 35, Conduit Road. Immediate possession.

Apply to—
"C."
No. 9, Bellios Terrace.
Hongkong, 17th May, 1906. [1061]

TO LET

TO BE LET OR SOLD.

With Immediate Possession—in Wanchai Road.

GODOWN, Built of Brick with Tiled Roof, just thoroughly repaired, about 4,000 square foot space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to—
"R."
Care of "Daily Press" Office.
Hongkong, 30th May, 1906. [1177]

TO LET.

"BROOKHURST" PEAK, Newly Painted and Colour-washed, with use of Tennis Court, contains 6 Rooms. Splendid site and well suited for a Bachelor's Mess.

2nd FLOOR in Central position, containing Four Large Rooms, Anti-room and Lavatory, with use of Electric Lift.

ONE SHOP at BEACONSFIELD ARCADE.

HOUSES on the ROBINSON ROAD Level, Cheap Rentals.

Apply to—
LINSTEAD & DAVIS.
3rd Floor, Alexandra Buildings.
Hongkong, 1st June, 1906. [1183]

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground floor of the Annex, from date; suitable for Offices. Anyone disposed to offer for the same please apply to—

C. H. GRACE,
Secretary.
Hongkong, 28th May, 1906. [1156]

TO LET.

HOUSES in AUSTIN AVENUE and SALISBURY AVENUE, Kowloon.

No. 5, GRANVILLE AVENUE, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.,
Agents.
Hongkong, 4th April, 1906. [390]

TO LET.

THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the Midland Bus Company.

Apply to—
H. N. MODY.
Victoria Buildings.
Hongkong, 19th May, 1906. [1051]

TO LET.

SEVEN EUROPEAN HOUSES, 1st & 2nd Floors, at 11 a.m. on FRIDAY, 19th July, 1906, unless the same are previously taken delivery of by Consignees, and the charges incurred paid.

J. J. JARVIS, MATHESON & Co.,
General Managers, Indo-China S.N. Co., Ltd.
Hongkong, 30th June, 1906. [1337]

TO LET.

NO. 16, HOLLYWOOD ROAD, and No. 2, OLD BAILEY.

Apply to—
ARRATTON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 27th April, 1906. [971]

TO LET.

NO. 15, KNUTSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd December, 1905. [77]

TO LET.

IN HOTEL MANSTONS, a suite of Three Large Offices on corner overlooking Des Voeux Road; coolie quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply—
REUTER, BROCKELMANN & Co.,
Princes Buildings.
Hongkong, 20th March, 1906. [678]

TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo.

Floor Area, 6,100 square feet each.

Apply to—
JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906. [256]

OFFICE TO LET.

IN ALEXANDRA BUILDINGS.

Apply to—
A. S. WATSON & Co., LTD.,
Alexandra Buildings.
Hongkong, 23rd April, 1906. [946]

TO LET.

NO. 13, CAGE STREET, 8-Roomed House, with a Godown.

Apply to—
E. A. & C. F. DE CARVALHO,
14, Arbutnot Road.
Hongkong, 18th June, 1906. [1270]

TO LET.

NO. 3, "FAIRVIEW," ROBINSON ROAD, Kowloon.

Apply to—
"ROSENEATH," GARDEN ROAD, Kowloon, from 31st July.

2nd Floor No. 12, Queen's Road Central.

Apply to—
LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, 1st June, 1906. [501]

TO LET.

"NEW KINGSLERE," with Stables.

Entrances in both Kennedy and Macdonnell Roads.

Owners will, if required, convert the Main Building into a Boarding House, with large Drawing and Dining Room—Accommodation for 37 Bedrooms. CHEAP RENTAL.

For full particulars, apply to—
LINSTEAD & DAVIS.
Hongkong, 28th June, 1906. [1324]

TO LET.

SHIPPING

ARRIVALS.
 ALEXIA, German str., 5238, H. Lening, 1st July—Hamburg and Singapore 29th June, General—Hamburg—America Line.
 COLOMBIA, Japanese str., 2920, J. Nagao, 1st July—Shanghai 28th June, General—Nippon Yusen Kaisha.
 DIAGO MARU, Japanese str., 1508, S. Tagami, 2nd July—Tientsin 30th June, General—Oseka Shosen Kaisha.
 DAKOTA, American str., 13305, Emil Franke, 2nd July—Seattle 7th June and Shanghai 24th, General—Nippon Yusen Kaisha.
 HALLAN, French str., 733, L. Andersen, 2nd July—Peking and Hobei 1st July, General—A. R. Marly.
 HANOI, French str., 739, P. Morles, 2nd July—Haiphong 29th June and Hobei 1st July, Rice and General—A. R. Marly.
 HONGKONG, British str., 2534, Wm. Dawson, 2nd July—Singapore 28th June, General—Chinese.
 KROONVAAL, German str., 1115, Kohler, 2nd July—Bangkok and Swatow 1st July, Rice—Butterfield & Swire.
 KWEITANG, British str., 1944, Dowson, 1st July—Chiochi 28th June, General—Butterfield & Swire.
 MEXIC, British str., 2328, Deane, 1st July—Bali 24th June, Kerosene—Arrols, Keir & Co.
 PUNE, Swedish str., 3362, Lenz, 2nd July—Sydney 9th June, General—Melchers & Co.
 SIERRA MONTE, British str., 2509, Hannah, 1st July—Sourabaya 17th June and Probolinggo 28th, Sugar—Butterfield & Swire.
 SPITHEAD, British str., 2907, Stewart, 2nd July—London and Singapore 28th June, General—Nippon Yusen Kaisha.
 TOWA MARU, Japanese str., 3610, K. Kato, 1st July—Kobe 25th June, General—Nippon Yusen Kaisha.

CLEARANCES.

At the Harbour Master's Office
 July 2nd.
 Kweitang, British str., for Canton.
 Pene, Swedish str., for Kobe.

DEPARTURES.

July 2nd.
 CHILIAN, British str., for Bangkok.
 HAIN, Norwegian str., for Bangkok.
 LYDIA, German str., for Canton.
 LYBEMOON, German str., for Canton.
 ONSLOW, British str., for Shanghai.
 SAGLO, Norwegian str., for Canton.
 TATA, German str., for Canton.

SHIPPING REPORTS.

The French str. *Hallan* reports: Strong easterly wind and clear sky.
 The British str. *Mexic* reports: Moderate winds from S.E. to S.W. and sea.
 The British str. *Kweitang* reports: Light airs and foggy weather in the vicinity of the Yangtze; thence fine clear weather and moderate to fresh S. and S.W. winds and smooth sea.

VESSELS IN DOCK.

July 2nd.
 ARRIVED DOCKS—*Alta*, *Stanley*, *Samatra*, *Megallan*, *Hercules*, *Cosmopolitan* DOCK—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship

"HAICHING,"

Captain A. E. Hodgins, will be despatched for the above Ports TO-DAY, the 3rd July, at 2 p.m.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 30th June, 1906. [1338]

Hongkong, 30th June, 1906.

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Hongkong, 30th June, 1906.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PESHAWUR	Brit. str.	—	E. Spicer, R.N.R.	P. & O. S. N. Co.	About 4th inst.
LONDON & ANTWERP	GLENECK	Brit. str.	—	J. Rafferty	McGREGOR BROS. & GOW	About 14th inst.
LONDON &c. VIA USUAL PORTS OF CALL	DELTA	Brit. str.	1 m.	C. L. Daniel	P. & O. S. N. Co.	On 14th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	AAJ	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
LONDON, AMSTERDAM & ANTWERP	PHOMETHUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th inst.
LONDON, AMSTERDAM & ANTWERP	PINGBET	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st inst.
LONDON, AMSTERDAM & ANTWERP	ORHES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th Aug.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th Aug.
MARSEILLES &c. VIA PORTS OF CALL	TOURANE	Frenc. str.	—	Girard	MESSAGERIES MARITIMES	On 10th inst., at 1 p.m.
BREMEN VIA PORTS OF CALL	ZIETEN	Ger. str.	—	E. v. Hinder	MELCHERS & CO.	On 5th inst., at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	SCHWARZBURG	Ger. str.	k.w.	Fuss	HAMBURG-AMERIKA LINE	On 24th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	ALESIA	Ger. str.	k.w.	Müller	HAMBURG-AMERIKA LINE	On 7th Aug.
HAYRE & HAMBURG VIA STRAITS, &c.	ALCINOUS	Ger. str.	k.w.	Brinck	BUTTERFIELD & SWIRE	On 31st Aug.
HAYRE & HAMBURG VIA STRAITS, &c.	NIPOON	Ger. str.	k.w.	Tammanovich	MELCHERS & CO.	About 20th inst.
COPENHAGEN & BALTIC PORTS	NIPOON	Ger. str.	k.w.	von Hoff	SANDER, WIELER & CO.	To-day.
TRIESTE, &c. VIA SINGAPORE, &c.	NIPOON	Ger. str.	k.w.	von Hoff	HAMBURG-AMERIKA LINE	On 10th inst.
NAPLES, HAYRE, ANTWERP, BREMEN & HAMBURG	NIPOON	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINE	On 4th Sept.
NAPLES, HAYRE & HAMBURG	SILEBIA	Ger. str.	k.w.	—	BUTTERFIELD & SWIRE	On 20th Aug.
GENOA, MARSEILLES & LIVERPOOL	PATROCLOS	Brit. str.	1 m.	—	SHEWAN, TOMES & CO.	On 10th inst.
GENOA, MARSEILLES & LIVERPOOL	TYDORUS	Brit. str.	1 m.	—	DODWELL & CO., LTD.	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ANGLO SAXON	Am. str.	—	—	CANADIAN PACIFIC R. CO.	On 11th inst.
NEW YORK VIA PORTS & SUEZ CANAL	LOWTHER CASTLE	Am. str.	—	—	CANADIAN PACIFIC R. CO.	On 18th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	COMPENS OF JAPAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 6th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGNA	Brit. str.	1 m.	—	DODWELL & CO., LTD.	To-day.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	LYRA	Am. str.	—	G. V. Williams	PORTLAND & ASIATIC S.S. CO.	On 14th inst., Daylight.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	NUMANTIA	Ger. str.	—	Foldmann	BUTTERFIELD & SWIRE	On 18th inst.
PORTLAND, OREGON & ASTORIA VIA JAPAN	CHINGTUNG	Ger. str.	1 m.	—	MELCHERS & CO.	On 24th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINCE SIGISMUND	Ger. str.	—	—	HAMBURG-AMERIKA LINE	To-day, at 6 p.m.
YOKOHAMA & KOBE	PRINCE SIGISMUND	Ger. str.	—	—	MELCHERS & CO.	On 5th inst.
YOKOHAMA & KOBE	ALESIA	Brit. str.	k.w.	F. J. Fox	P. & O. S. N. Co.	About 8th inst.
YOKOHAMA & KOBE	SHIRLEY	Dan. str.	—	—	MELCHERS & CO.	About 27th inst.
YOKOHAMA & KOBE	DAKOTAH	Brit. str.	—	—	SHEWAN, TOMES & CO.	About 10th Aug.
YOKOHAMA & SAN FRANCISCO	THIENHONG	Dan. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
JAPAN VIA SHANGHAI	KWEITANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th inst.
CHEFOO & NEWCHOW	CHEONGSHING	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 4 p.m.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	AKASHI MARU	Jap. str.	—	K. Ohta	JARDINE, MATHESON & CO.	To-day, at 10 a.m.
SHANGHAI	ERANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 4 p.m.
SHANGHAI	KWONGSANG	Brit. str.	—	—	MELCHERS & CO.	To-morrow.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	RYDEN	Ger. str.	—	—	SIEMSEN & CO.	On 5th inst.
SHANGHAI & CHINKIANG	SPERIA	Ger. str.	k.w.	Barillon	HAMBURG-AMERIKA LINE	On 5th inst.
SHANGHAI, YOKOHAMA & KOBE	ARMAND BEHIC	Frenc. str.	—	—	MESSAGERIES MARITIMES	About 9th inst.
SHANGHAI, KOBE & YOKOHAMA	DELI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	About 12th inst.
SHANGHAI	MASAN MARU	Jap. str.	—	S. Tagami	OKAWA SHOSHEN KAISHA	On 8th inst., at 10 a.m.
TAMUI VIA SWATOW & AMOY	JOHIN MARU	Jap. str.	—	T. Ohta	OKAWA SHOSHEN KAISHA	On 15th inst., at 10 a.m.
AMPOY & SHANGHAI	MAIDZURU MARU	Jap. str.	—	J. Morin	OKAWA SHOSHEN KAISHA	On 11th inst., at 10 a.m.
SWATOW, AMOY & FOOCHOW	KUEIANG	Brit. str.	1 m.	A. E. Hodgins	BUTTERFIELD & SWIRE	To-day.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	A. J. Robson	DOUGLAS LARRAIK & CO.	To-morrow, at 2 p.m.
SWATOW, AMOY & FOOCHOW	HUMUN	Brit. str.	2 h.	—	DOUGLAS LARRAIK & CO.	To-morrow, at Noon.
SWATOW, WEIHAIWEI, CHEFOO & TIENHSIN	HUICHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst.
MANILA	TEAN	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	To-day.
MANILA	YUENSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 6th inst., at 4 p.m.
MANILA	RUBI	Brit. str.	—	R. Almond	BUTTERFIELD & SWIRE	On 7th inst., at Noon.
MANILA	TAMING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th inst.
MANILA	ZAFIRO	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 14th inst., at Noon.
CEBU & ILOILO	SONOKIANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 6th inst.
SINGAPORE, SAMARANG & SOERABAYA	CHONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 3 p.m.
SINGAPORE & CALCUTTA	ARABIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 7th inst.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 6th inst., at 3 p.m.
BOMBAY VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	—	Dodero	CARLOWITZ & CO.	On 10th inst., at Noon.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amiships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila.	On 7th July, Noon.
ZAFIRO	2540	R. Rodger	Manila.	On 14th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 25th June, 1906.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
S.S. "ANGLO SAXON"	—	—	—	On 10th July.
S.S. "JOHN HARDIE"	—	—	—	About 20th August.

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS

Hongkong, 29th June, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI & INLAND

SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE

STEAMSHIP

TONS. CAPTAIN. | TO SAIL AT DAYLIGHT || "NUMANTIA" | 4370 | Feldmann | July 14th, 1906. |
"ARABIA"	4383	Motzenbach	August 14th, 1906.
"ARAGONIA"	5198	Ferst	September 5th, 1906.
"NICOMEDIA"	4370	G. Meisner	September 19th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

Hongkong, 20th June, 1906.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS | TO SAIL | REMARKS. || LONDON and ANTWERP | PESHAWUR | About 4th July | Freight only |
via SINGAPORE, PENANG, COLOMBO, PORT and SAID	E. Spicer, R.N.R.		
MARSEILLES			
YOKOHAMA & SHANGHAI	NUBIA	About 8th July	Freight and Passage.
MOI and KOBE	F. J. Fox		
SHANGHAI	DELHI	About 12th July	Freight and Passage.
	J. D. Andrews, R.N.R.		
LONDON &c. VIA USUAL PORTS	DELTA	Noon, 14th July	See Special of Call
OF CALL	C. L. Daniel		

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 20th June, 1906.

HAMBURG-AMERIKA LINE

HOME LINE-OUTWARD.

STEAMERS	DESTINATION	TO SAIL
ALESIA	YOKOHAMA & KOBE	5th July
SPEZIA	SHANGHAI, YOKOHAMA & KOBE	9th July
SAMBIA	SHANGHAI, YOKOHAMA & KOBE	18th July
SAXONIA	SHANGHAI, YOKOHAMA & KOBE	25th July

HOME LINE-HOMeward.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS	DESTINATION	TO SAIL
* RHENANIA	NAPLES, HAYRE, ANTWERP, BREMEN & HAMBURG via Singapore, Penang & Colombo	On 10th July
SCHWARZBURG	HAYRE and HAMBURG via Singapore, Penang and Colombo	On 24th July
ALESIA	HAYRE and HAMBURG via Singapore, Penang and Colombo	On 7th Aug.
SPEZIA	HAYRE and HAMBURG via Singapore, Penang and Colombo	On 21st Aug.
* SILEBIA	NAPLES, HAYRE and HAMBURG via Singapore, Penang and Colombo	On 4th Sept.

This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins each provided with 2 beds (no bunk), sofa table, 3 wardrobes, 2 washstands, electric fans, etc. Large elegantly furnished saloons, smoking room, etc. The steamer is lighted throughout by electricity & carries Doctor, Stewards & Washermen. The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HAMBURG," "HOLNENSTADT," "SCANDIA" and "SILEBIA."

COAST SERVICE.

STEAMERS	DESTINATION	TO SAIL
AMERICA	SINGAPORE & CALCUTTA.	7th July. Freight.
DAFNE	NAGASAKI & VLADIVOSTOCK.	End of July. Freight & Passengers.
LYDIA	SHANGHAI & CHINKIANG.	5th July. Freight & Passengers.
LYBEMOON	NAGASAKI & VLADIVOSTOCK.	7th July. Freight & Passengers.
ITHAKA	SHANGHAI.	9th July. Freight & Passengers.
KOWLOON	SHANGHAI & CHINKIANG.	To follow.

